

Today's Advertisements.

HONGKONG CRICKET CLUB.

AN EXTRAORDINARY GENERAL MEETING will be held in the Pavilion on FRIDAY, the 24th March, at 5:30 P.M. BUSINESS:—Raising in the Ground.

JAMES A. LOWSON, Hon. Sec.

Hongkong, 14th March, 1900. [333b]

HONGKONG FOOTBALL CLUB.

SIXTH ANNUAL DINNER to be held at the HONGKONG HOTEL, on SATURDAY, the 24th March, 1900, at Eight o'clock.

MEMBERS wishing to attend, must notify the Hon. Sec. on or before the 21st March.

F. BROWN, Hon. Sec.

Hongkong, 14th March, 1900. [334b]

NOTICE.

PACIFIC MAIL STEAMSHIP CO. OCCIDENTAL & ORIENTAL STEAMSHIP CO. TOYO KISEN KAISHA.

DURING my ABSENCE from Hongkong, Mr. C. L. GORHAM has been appointed ACTING AGENT of the Company.

J. S. VAN BUREN, Agent.

Hongkong, 14th March, 1900. [335b]

NOTICE.

NOTICE is hereby given that the Power of Attorney under which Mr. P. M. SENTA of Hongkong (now at Shanghai) had been representing the Late FIRM of E. N. MEHTA & CO., of Hongkong, was revoked on the 23rd day of February, 1900.

DINSHAW SORABJI TALATI, MANECKJI PISTONJI TALATI, HAZARIMUL MOOLTANCHAND.

Hongkong, 14th March, 1900. [335b]

DART LOONG.

LADIES' DRAPERS, OUTFITTERS AND TAILORS. 51 & 53, WELLINGTON STREET.

LATEST STYLES in Ladies' Dress Materials direct from Manufacturers. The Ladies' Tailoring Department is on the Premises and under the Superintendence of YUEN LEE.

Hongkong, 14th March, 1900. [335b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"MENMUIR."

Captain R. W. Almond, will be despatched for the above Port, TO-MORROW, the 15th instant, at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 14th March, 1900. [336b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"SUNGKIANG."

Captain Moore, will be despatched as above on TUESDAY, the 20th instant. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th March, 1900. [336b]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship.

MARIA VALERIE.

Captain A. Feller, will leave for the above places, on WEDNESDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 14th March, 1900. [336b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"GLAUCUS."

Captain Barwise, will be despatched on TUESDAY, the 3rd April.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th March, 1900. [336b]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON AND SINGAPORE.

THE Company's Steamship.

"BINGO MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here, unless instructions are given to the contrary before Noon TO-DAY.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godown where they will be examined on MONDAY, the 19th instant, and SATURDAY, the 24th instant, both days at 10 A.M.

All claims must reach us before the 24th instant, or they will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 14th March, 1900. [337b]

Intimation.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A. THORNE'S BLEND, Per case of 12 dozen, White Capsule \$10.80

B. WATSON'S GLENROTH MELLOW BLEND, Blue Capsule, with Name and Trade Mark \$0.80

C. WATSON'S ABELOR GLENLIVET, Red Capsule, with name and Trade Mark 12.00

D. WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule 14.40

E. WATSON'S VERY OLD LIQUOR SCOTCH WHISKY, Gold Capsule 15.00

THORNE'S BLEND and WATSON'S GLENROTH are high class Soda Whiskies, of greater age than most brands in the market.

ABELOR GLENLIVET is a very old Peaty Whisky, (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

Small quantities are supplied at proportionate wholesale rates.

A. S. WATSON & CO., LIMITED.

QUEEN'S ROAD CENTRAL.

DEATH.

On the 10th instant, at his brother's residence, 53, Tytherton Road, Tunnell Park, London, C. F. HARTON, late of Hongkong. [336b]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 14, 1900.

REUTER'S TELEGRAMS.

THE WAR.

THE REBELS.

LONDON, March 12th.

Large numbers of rebels are surrendering at Lady Grey, Herschel and Alival North, and it is reported that thousands contemplate surrendering to General Brabant. The Boers on the borders are in serious straits.

Operations in the Free State.

Reuter's correspondent at Driefontein, 11th inst., says that the Australians were largely engaged in yesterday's fighting, which was very severe. When the enemy fled the Australian cavalry alone was able to pursue them.

The Daily News correspondent at Ausvogel Kop, 11th inst. (evening), says that Lord Roberts had continued his march eastward that day. No Boers were seen. The force is now 25 miles from Bloemfontein.

LATER.

THE WAR LOAN.

The war loan has been covered twenty times.

THE WAR.

Cape Colony.

General Gatacre has arrived close to Bethulie, where the railway bridge is partially destroyed and the enemy is holding the opposite bank.

WEATHER REPORT.

The Observatory report says:—

On the 14th at 11:55 a.m. the barometer has risen on the E. coast of China, fallen on the S. coast. The depression is moving away from the E. coast of China and approaching W. Japan. The monsoon will probably freshen again in the Formosa Channel and on the S. coast. FORECAST:—N.E. winds, freshening; changeable, sometime.

LOCAL AND GENERAL.

The Calcutta Mint is now working overtime coining new rupees, which are being produced at the rate of 450,000 per day.

The Great Indian Peninsula Railway is to be taken over by Government, who will, possibly, lease the line to the present company.

WESTERN AUSTRALIA in reducing its deficit at the rate of £25,000 per month, by carefully nursing the revenue and checking the expenditure.

SERGT. Major W. G. Holway, of the R.A.M.C., who is stationed in Singapore, has been promoted to be Quartermaster with the rank of Lieutenant.

The shipment of the present crop of tobacco from Deli began in January, and was soon in full course; most of the crop is expected to be shipped off in the middle of March.

An Australian cyclist, Mr. A. Richardson, has just completed one of the longest and probably the most difficult bicycle rides in the world, a journey round Australia, 11,000 miles. He travelled about 100 miles a day.

THE Sixth Annual Dinner of the Hongkong Football Club will be held on Saturday, March 24th, at the Hongkong Hotel. Chairman—Mr. H. E. Pollock. Members wishing to attend must notify the Hon. Secretary on or before March 21st.

IF the Boers have entirely cleared out of Natal it is just possible some of our forces may get down to Durban, round to the Cape, and then up via De Aar in time to join in any little affair that is going on at Abrahamskraal. It is at least a ten days journey.

THERE was an extraordinary incident at the battle of Spion Kop. One of the 2nd "King's Own" men, while in the act of firing in the prone position, had his head taken clean off by a large shell. To the astonishment of his comrades the headless body quietly rose, stood upright for a few seconds, and then fell.

THE Austrian Post Office is to try a "telegram card," on which is written a message. The card is posted in the usual way, but the Post Office telegraphs the contents, which are delivered to the addressee by the postman. The plan is a combination of post and telegraph, and seems useful as having a cost and speed intermediate between post and telegraph.

JUDGMENT was given by Sir John Carrington (Chief Justice) at the Supreme Court in Appellate Jurisdiction at 2 p.m. to-day, affirming the judgment delivered by the Hon. W. Meigh Goodman on the 21st December last in the case Ho Fung Hang v. Chan Kik San and another. The appeal was therefore dismissed with costs. Mr. Justice Wise concurred in his lordships' judgment. A full report will be given tomorrow.

A VASE cut from a single emerald has been preserved in a cathedral in Genoa, Italy, 600 years. It is the largest gem of the kind in the world, its dimensions being: diameter, 12 1/2 in.; height, 5 1/2 in. Every precaution is used to ensure safe keeping. Several locks must be opened to reach it, and the key of each lock is in the possession of a different man. It is publicly exhibited very rarely, and then only by order of the Senate.

BERTHOVEN was never known to be without notepaper and pencil, and whenever an idea struck him he put it at once on paper, being by no means choosy about the locality in which he was overcome by his genius. One day he was found sitting in the middle of the road to Grinzing. Two farmers came driving down the road, and one of them was about to shout to the composer to vacate his singular position when his companion interfered.

THE German Emperor has never been crowned either as King of Prussia or as German Emperor, and the Imperial crown has yet to be made. The Kings of Italy, Spain, Belgium, Bavaria, and Saxony have none of them been crowned; and it is a curious fact that the sovereign who makes most frequent use of his crown is that most simple, unaffected, and democratic of all European rulers, King Oscar of Sweden, who is obliged to do it each time he opens the Parliament at Stockholm.

IT was a happy thought in a West-end Club, occurring to the earliest comers, that any member arriving later who, when he entered, attempted to start a discussion as to when the twentieth century should begin, should be fined half-a-crown, the total thus collected to be sent to a fund for soldiers wounded in the Transvaal. Nine out of ten endeavoured to open a controversy on the vexed subject, and to the general amusement, were summarily mulcted in the above amount. Each paid the penalty without a murmur.

A FRENCH professor expressed himself as firmly of the belief that German officers were in supreme command of the Boer forces, and what made his belief amount to a certainty was that the strategy employed at Spion Kop was the same form of strategy as that used in the Franco-German war and in the great German wars. The British were permitted to cross the Tugela, and Spion Kop was held by a handful of men. These men made as much noise and make-belief of resistance as their numbers would permit, while all the time the actual army was ready in a position to rake the enemy on its seizing the height. This was a German tactic, and it was one of their very successful methods of luring the French to destruction in the last war.

IN the course of the first dated Honolulu and January, of a series of letters which Mr. Frank G. Carpenter, the well-known American traveller and writer, is contributing to the New York World on the peoples and trade conditions of the Pacific there is some information regarding large steamers now under construction which is of special interest to us in Hongkong and to our readers in other parts of the Far East. Mr. Carpenter writes that his programme includes Japan, China, Malacca, the Dutch East Indies, the Philippines, Australia, New Zealand, the Samoan group and the Fiji Islands. He intends to send several months in each country mentioned and intends to inform his countrymen "how the English manage their colonies at Hongkong and the Straits Settlements." He then goes on to say that his "first field of labour will be the Philippine Islands" and that he "goes without prejudice with the one aim of ascertaining and writing the truth as it is." "I shall," he adds, "describe the civilized Filipinos; they have a character of their own, and they will be the ruling class in these islands. are given over to native government. The real value of the islands and their possibilities as an investment field for Americans is another matter I shall look into."

After visiting Java "I may possibly visit Sumatra and Borneo, and thence make my way down to Australia, the greatest of England's colonial possessions. Australia is a continent in itself, and is fast being opened up to American trade. It has vast cities, and is a world of its own."

ON the 20th Feb., in the Chamber of Deputies at Paris, General Gallifet, the Minister of War, declared that owing to an improvement just invented by General Delye, the French army will soon have a rifle superior to all others now in use.

THE following advertisement appeared lately in a paper published in a town near Brisbane:—"Permanent.—Wanted a man to look after one horse and a few cows and pigs. One who can impart the rudiments of French, singing, and the piano to children preferred."

CAPE R. S. Head, Northumberland Fisheries (an instructor in military topography at the Royal Staff College, Camberley, has been ordered to South Africa. We may therefore expect to hear by and by that our officers are supplied with more reliable sketches of this country than those now available.

A RESOLUTION by the Government of India is published discussing the results of the Plague Commission's enquiries into the subject of Haffkine's plague serum. The conclusion is that the serum gives some temporary protection and tends to modify the severity of the attack when such does, after all, take place.

JOHANNESBURG is said to be in a pitiable state. The Boers are ruining the mines, owing to the fact that they do not know how to work them properly. Disorder and rioting are prevalent all over the town, stores are being robbed wholesale, and the blowing up of the arsenal has caused something like a panic.

IT is generally supposed that more men are killed by artillery than infantry fire. This is a totally erroneous notion, as from medical reports it would appear that the rifle is responsible for nearly 90 per cent. of our killed. In the Franco-German War it was estimated that 6,900 German were killed by rifle bullets, and only 695 by artillery fire.

GREAT EASTERN AND CALDONIAN GOLD MINING CO., LTD.

To-day, at noon, the first general meeting of the shareholders in the above Company was held in the offices of the general agents (Messrs. Einsmann & Co.) on the 11th inst. Mr. Denison occupied the chair and the following gentlemen were present:—Messrs. Abesser, E. George, J. R. Michael, J. R. Remedios, M. Jaffer, and A. Leopold (Secretary).

The Secretary read the notice convening the meeting.

The Chairman said it was only a satisfactory meeting but if there were questions he would be pleased to answer them.

Mr. George asked if there was any news from the mines.

The Chairman then read the latest news from the mines which was highly satisfactory, and said that the capital had been all subscribed with the exception of about 4 per cent. They had money enough to last them until the end of September if not a little longer.

Mr. J. R. Michael asked if the application lists were closed as he had friends abroad who might wish to invest.

The Chairman said as long as they were bona fide the answer would be "No."

This was all the business.

CANTON NOTES.

PRISONERS' SUFFERINGS.

The prisoners in the jails of Canton in the Nan Hai District Mandarin's yamen are at present undergoing great suffering owing to the high price of provisions. They are allowed to cash a day by government out of which they are supposed to get sufficient meat and rice to support them as well as supply the officials with the necessary squeeze. This squeeze is taken out first and, as the prices of commodities have risen considerably, the prisoners are kept in an almost starved condition. The prisoners are so badly ventilated and cleansed that the plague is terribly fit among the inmates, no less than forty suffering from that disease during the last three months.

VISIT OF THE FRENCH AMBASSADOR.

The French Ambassador arrived at Canton on the 11th inst. on a gunboat. He came from Haiphong and was received by the French Consul and his nationals. The day after his arrival he visited the Viceroy's Yamen, where the usual compliments were paid him. It is believed he will visit the Southern French possessions before proceeding north.

THE PETROLEUM INDUSTRY IN JAPAN.

During December last a joint-stock company with an approved capital of a million yen was floated under the auspices of the Mitsui family, Messrs. Shibatawa, Matsuda, Hara, Magoshi and other leading Tokyo merchants. The company, which is entitled the Tomoye Petroleum Company, has been started with a view to working the petroleum wells in Echigo province according to the latest scientific principles. The mines are now being worked in a very primitive style, and it is thought that if the methods are improved a greater output will result, and that a check will be put on the importation of oil, which now amounts to some 12 million yen annually. We need scarcely point out, however, that this suggestion is no new one. The charter has already been obtained for the company, and the allotment money is now being collected for the shares taken up.

The leading merchants of Osaka, including Messrs. Fujita, Matsunaga, Kawakami, Inouye, Konoike, and others, who have been proposed to join the Tomoye Petroleum Company, entertained Mr. Sugiyama, one of the promoters, at a banquet at the Osaka Club on the 26th ult.—Kobe Chronicle.

"MIND THE BABY."

The old trick of being asked to "hold the baby" is still played in Japan, it appears, though in the following case, related by the Japan Times public-cost reporter, the "baby" proved to be a fake. "The Oshimaya (he writes) is a large dry goods establishment in the town of Nakayama, Tokumi province. About a week ago there came to this store a well-dressed lady of genteel appearance with a man apparently her servant. The lady-lady customer, who carried in her arms a baby wrapped in flowing robes and with its face hidden under a hood, called for a variety of silk goods and made a selection which in value amounted to about 200 yen and which she ordered her companion to take to her house before her. After the man had disappeared, she asked one of the clerks to hold her baby for a second, as she wanted to speak to a lady walking on the other side of the street. The clerk received the baby, the woman went out to come back no more, and in the meantime the infant was suddenly metamorphosed into a gourd done up in a hood and knickerbockers."

THE RECENT PLAGUE EPIDEMIC AT KOBE.

DESTRUCTION OF INFECTED HOUSES DECIDED UPON.

KOBE, March 2nd.

The immunity of the town from any case of plague during the last few weeks has not caused the matter to be forgotten by the authorities. At a meeting of the Prefectural Council, the proposal to burn down that part of Rokai-mura where the plague broke out was agreed to carry it out. The part is proposed to burn down is situated at Dentei-dori, Kano-cho, and consists of 13 blocks of buildings, numbering 60 houses, and covering 200,000 sq. ft. of ground. It is estimated the total cost of the destruction of the houses will come to ¥7,000. The owners of the houses are stated to have consented to the decision, and to have presented a note to that effect to the authorities, and it is believed that Governor Ohmori will issue an order for the evacuation of the houses within a few days. The value of the houses is estimated at ¥20 per tatami, and the expense of moving the people will come to about the same amount for each family. Indeed, we understand that each family will receive this sum for expenses of removal, and in the way of compensation. It is stated that the Mitsui Bank has offered to defray the whole cost of destroying the houses and moving the people, and that the offer has been accepted by the authorities. On the site of the houses burnt down godowns will be erected by the bank.—Chronicle.

"TOMMY."

Only a private soldier.
One of the rank and file.
With rifle on his shoulder,
Marching manly and brave.
Just a machine for fighting,
Food for powder and ball.
He's taught the art of "sighting,"
And drill by bugle call.
But, heath his scarlet shoddy,
A human heart you'll find;
Machines you make his body,
But Heaven makes his mind.
Only one of a "unit,"
Nobody knows his worth;
Under four foot of earth,
Then the poor private soldier,
No more is dubbed a brute.
There, it's "present" and "shoulder,"
For Tommy's last salute.

G. LIONEL B. GELICK, in S. F. Press.

THE ARMED BOERS.

HOW THEY DID IT.

Canon Farmer, who has lived for the last five years in Pretoria, is now in England, having, in connection with other English clergy, been expelled from the Transvaal. Discussing the situation with a representative of Reuter's agency, Canon Farmer said a lot of nonsense was published on the question of Boer armaments, first, that they were a direct result of the Raid, and second, that no one knew of them, or, at any rate did not realise their extent. With regard to the former statement, it is absolutely untrue. Mining was going on long before Johannesburg, and Kruger welcomed this as an excuse to continue mining more openly. For more than a year before the Raid arms and ammunition were being poured into Pretoria. Directly afterwards the forts round Pretoria were started, and within two years six large forts were erected around the capital. The nearest of these is two miles from the residential quarter, the furthest five miles distant. In 1898, Canon Farmer said, he was surprised to see a fine new fort built at Bloemfontein, showing that the Free State was also preparing for war. The Pretoria forts, from which all foreigners were rigorously excluded, command every approach to Pretoria, and communicate with one another, being scarcely visible on the hillsides. "Ever since I have been in Pretoria," Canon Farmer added, "the Government have been drilling troops, building new and extending existing barracks, and immensely increasing their artillery. During my time the State artillery has been increased from 200 to 800. There was a constant succession of training courses, men being continually drafted from the artillery into the reserves, and fresh men enlisted. At regular intervals guns and arms arrived in Pretoria openly and trials of new guns were continually being made. Everyone saw this, and some wondered what it all meant." Canon Farmer says that Pretoria is provisioned for two years, that "immense storehouses have been erected and filled with flour and meal, and that when he left train-loads of flour, largely from Australia, were arriving from Delagoa Bay."

EXCLUSION OF CHINESE.

A CHINESE VIEW.

Wu Ting Fang, the Chinese Minister at Washington, has made a strong argument against the Chinese Exclusion Act. "Speaking of the charge that the Chinese do not assimilate with Americans," he said,—"Do your men that you want the Chinese to change their clothing and adopt your costume? I hope they will not do it. You have no idea how comfortable our clothing is. Do you want our people to do as you do? Surely you don't, do you? Because if you do that is against your principles. Where are the liberty and freedom which you boast so much? Are you to preach a doctrine to us which you do not observe?"

THE FRENCH NAVY.

The Temps gives the exact number of new vessels. All there will be 178 which these bills provide for. There will be 28 sea-going torpedo-boats, 112 torpedo-boats, and 26 submarine-boats, so that when the present programme has been carried out the French fleet will comprise 28 swift ironclads, 24 ironclad cruisers, 52 sea-going torpedo-boats, 263 torpedo-boats, and 38 submarine-boats. The whole will not be complete until 1907, although by 1906 there will be ready two out of the six new cruisers, 20 out of the 28 torpedo-destroyers, 70 out of the 112 torpedo-boats, and all the submarine-boats. The vessels now afloat will make 18 knots and have a range of operations of 4,000 miles. The cruisers are expected to make 22 knots. As for the sea-going torpedo-boats, the Durandal is to be the type of them. The torpedo-boats will all be of first class and have a capacity of 80 tons.

The Cheap Cynic.—The number of people who speak English, said the Amateur Satirist, is now 116,000,000. It is a wonder, said the Cheap Cynic, some of them do not get on the stage.

PLEASE FOR A GREAT NAVY.

ADMIRAL TIRPITZ PRESENTS THE VIEWS OF THE KAISER.

BERLIN, February 8th.

The first reading of the naval bill took place in the Reichstag to-day.

The House and the galleries were crowded. The First Secretary of the Admiralty, Admiral Tirpitz; Secretary of the Interior, Count Weyher, and Secretary of

THE FIGHTING AT KODODORAND.

LONDON, February 24th.

Vivid descriptions are arriving from correspondents at the front of the fighting at Kododorand. The struggle began with the arrival of General Kelly-Kenny's division on Sunday morning, when the Boers had concluded their outpunning—the Mounted Infantry Rearguard against their main body, the others manœuvring in the meantime on the north bank, while the Infantry seized the drifts at either end of the position, with the result of enclosing the enemy in a loop of the river about a mile square. Finally the Highlanders took the left, General Knox the right and centre, while Col. Smith, Dorrien, with the Canadians, crossed the Tsearong Drift and took up a position on the north.

The fighting lasted from dawn till late at night, which was continued by the use of the burning wagons. Dreadful heat prevailed causing terrible thirst, which however, was allayed by a thunderstorm. The ground was in places open, and our losses were heavy, although the men continued to fight throughout. A gallant attempt to pierce the Boer line failed. The enemy had occupied a kopje on the southern bank running to the water's edge and cutting us in two, and piled their few guns desperately. It was impossible to dislodge them; and we therefore relied on bombardment tactics, which Lord Kitchener confirmed on arriving on Sunday.

On Monday, at midday, General French and Lord Roberts arrived, and a truce applied for an armistice. This was refused, General French declared that the refusal was inhuman, and he had no course left but to surrender. Lord Kitchener proceeded to arrange for an interview, when a message arrived that there had been a mistake and General French would fight to the death.

Lord Kitchener returned and decided to dispose his batteries thus—The 18th, 62nd, and 7th Field Batteries and two Naval 12-pounders exactly opposite the larger to the southwards, while the 55th Howitzer Batteries and 70th, 81st, and 82nd Field Batteries and three Naval 47 guns enfiladed the north bank. A fearful rain of shells followed, riddling every bush and cranny, exploding wagons, and causing fearful loss among the enemy. In the muddy river-bed, and raising a great cloud of yellow smoke. The big Naval guns at 1,000 yards dealt terrific destruction; and, soon after daybreak on Tuesday, a few hasty entrenchments were demolished whereon the Boers had been working strenuously all night.

The accounts conclude with a peaceful picture of the scene of battle on Tuesday night, the men sleeping where they fought, and not a sound to be heard except the crackling of the embers of the enemy's blazing wagons.

Boer reinforcements arrived, but General French had expected them, and a body of 500 were routed, 103 being taken prisoners. Many had hurried from Ladysmith in two days. A few also deserted the laager. The latter declared they were thoroughly sickened, and had vainly urged General Cronje to surrender.

THE NEW MILITARY SCHEME.

LONDON, February 13th.

In the House of Lords, yesterday, Lord Lansdowne, the Secretary of State for War, explained the Government's new military scheme.

A similar office was performed in the House of Commons by Mr. George Wyndham, the Under-Secretary of State for War.

It was stated that the scheme which the Government were about to introduce was intended only as a tentative one. It was designed chiefly to meet the requirements of a great emergency by temporary expedients, though it might ultimately be found possible to adopt it as an integral part of a re-organisation on a permanent basis.

The Government, it was mentioned, had still available for home defence 100,000 Regulars and 250,000 Auxiliaries.

It was proposed to increase the Regular Army by 30,000 men. It was hoped that means of encouragement would be found to induce the Auxiliary forces to attain their full establishment.

In this way it was expected that very soon the number of trained men would be brought nearer to 600,000 than 500,000, without having recourse even to a modified form of conscription, or to a revival of the militia ballot.

It was intended to form twelve permanent line battalions besides the three infantry battalions that were authorised in 1899. It was also contemplated to offer special inducements to men whose time had expired to rejoin the Service for one year.

It was also proposed to strengthen the artillery forces by some howitzer batteries.

It was intended to prepare immediately a permanent plan for the reorganisation of two new Army Corps which, in time of peace, would be maintained at War establishments, but might be used as training establishments.

The Royal Engineers and Army Service Corps would also be increased. It was further proposed to add 36 batteries to the Field Artillery and seven batteries to the present strength of the Horse Artillery.

The new guns, which would consist mainly of fifteen pounders instead of twelve pounders, would be of the most modern type.

It was proposed to put the pay of the militia on a par with the regulars, and that the former should be embodied for three or four months yearly, instead of for only one month, as at present. Permanent transport facilities would also be provided.

The Yeomanry regiments would be invited to go under canvas for a month each year. The pay would be increased, and this branch of the auxiliary forces would be encouraged to supply a proportion of mounted infantry.

The Volunteer Artillery would be provided with modern guns, and would be encouraged to train for three months annually.

The Volunteers would be armed with the best weapons, more ranges would be provided, the capitation grant would be increased, and other assistance given. The volunteers would also be encouraged to supply a proportion of mounted infantry.

Under the new establishment, 253 artillery officers and 622 officers of the line would be required. The bulk of the new commissions would be distributed among colonists, the militia, the University, and public schools.

Sir Charles Dill, member for Forest of Dean, and Mr. Arnold Forster, Liberal Unionist member for Dorset, and the Service members severely criticised the Government scheme.

The Times, referring to the scheme, says that it is disappointing, and displays a lack of principle and of imagination. It adds that the Government have the occasion offered the Government for a comprehensive re-organisation of the army has not been properly realised.

AT THE BOTTOM OF THE SEA.

Total darkness as well as freezing cold reigns in deep sea regions; for the rays of the sun are absorbed in passing through the upper layers of water. In consequence of this darkness plant life is absent over about 93 per cent. of the ocean bottom, or over about two-thirds of the globe.

Animal life, which is abundant on these deep ocean floors, gets its sustenance directly or indirectly from the organic matter assimilated by plants near the surface and in the shallow water near the coast lines and on the surface of the land.

Swinburne's idea of ocean graves being "pure, cold, populous" and "made without hands in a world without sin" is shown by science to be correct. The cold, dark ocean floor is indeed a vast graveyard, not only for the beings and objects, men, ships and their contents, that have descended from the surface, but for innumerable creatures that have lived and died near the surface in tropical temperatures and in tropical sunlight, as well as for the remains of countless other organisms that have lived below in darkness at a temperature near to the freezing point of water.

Vast red clay deposits occur in all the deeper stretches of the ocean floor, and are mixed up with numerous remains of whales, sharks and other fishes, minute mineral crystals, magnetic granules, cosmic dusts, meteoric globules and stone bodies of other than earthly origin. One haul of a trawl in the Central Pacific brought up to the surface on one occasion, from a depth of two and a half miles, 1,500 sharks' teeth and other fragments of ear bones and other bones of extinct ages upon ages ago.

Deposits on the ocean floors are classed as the Blue Muds, the Green Muds and the Red Muds, together with volcanic muds and coral muds. With increasing depths, usually from a distance of 200 miles from the continental coast lines, the deposits become more free from land mixtures, and are made up mainly of the shells and skeletons of marine organisms mingled with certain inorganic constituents. The latter are for the most part derived from the evaporation of floating pumice and fash shatters, volcanic ashes and from debris ejected from submarine craters.

And yet, however, our knowledge of deep marine deposits is limited largely to the superficial layers at the bottom. As a rule the sounding tube does not penetrate more than six to eight inches though in some instances the sounding tube and dredge have been known to sink two feet into the deposits. Fortunately, some of the deep sea exploring expeditions that recently started out are equipped with special apparatus that will enable them to penetrate down to the actual hard bottom, and interesting results therefrom may be looked for.

KITCHENER THE WOMAN HATER.

A Mr. Ernest Howard Crosby, who served as a judge of the international tribunals in Egypt, and met Lord Kitchener and had an opportunity of studying the man at short range, said to an American newspaper—

"Kitchener is a woman-hater. He hates a social function of any nature, has no sense of humour and has won his way by means of steady, plodding effort. He is more the von Moltke type than the Napoleon. He doesn't know what fear is and can work twenty-four hours a day and night."

"Kitchener's stay in Egypt was accidental. Kitchener had been doing engineering work in Cyprus and had previously, while in Palestine on similar duty, learned the Arabic language. In 1882 he came over to Alexandria on leave of absence from Cyprus. It was before the bombardment, and Kitchener, after looking over the situation, said:

"I am sure there is to be fighting here. I wish I were to stay, but I expect to be called back to Cyprus at any moment, and so will have no show in Alexandria."

"The next day the man to whom Kitchener had been speaking was in the office when a telegram came."

"A despatch for Kitchener" was called out. "I'll see him this afternoon and will deliver it," said Kitchener's friend. But the telegram and Kitchener's summons to Cyprus remained in an overcoat pocket for a week. The war broke out, Kitchener was on the field, his knowledge of Arabic and his past service were in his favour, and he was told to stay there.

"At a dinner in Cairo in 1899 I remember we discussed whether or no it was ever right to tell a lie. Some one turned to Kitchener and said:

"If I say, Kitchener, if you were taken prisoner in war, would you be willing to say you were a German to save your life?"

"Why, yes, of course," the general replied. "Then another questioned."

"Suppose they asked you if you were a Frenchman, would you give a similar answer?"

"No, of course not, the very idea is absurd," responded Kitchener. "Every one at the table roared except the man who made the fun, and he sat glum and silent. He saw no joke."

THE ARMLESS BELGIAN PAINTER.

SHAVING WITH HIS FOOT.

The career of Charles Francois Felt, the armless Belgian artist, who died the other day in his seventy-fifth year, is one of the most striking instances on record of success in overcoming the deficiencies of nature. One of his earliest recollections (says the Daily News) is a delightful little notice of being sitting in the garden while his mother taught him to grasp with his baby toes the bright flowers for which he craved. Very soon he learned to gather them for himself, and steadily pursuing this form of instruction, his feet soon became flexible and useful. Mr. Felt made colours without difficulty, and worked quite easily. Holding the palette by the left great toe, passed through the orifice like a thumb, with the other foot he manipulated the brush with astonishing skill and confidence. At meals he used a knife and fork, and managed his own drinking glass.

Until the last few years he always shaved himself and never had an accident. His one grievance was that he could not gain mastery over a buttonhole.

THE GERMAN NAVY BILL.

The text of the new German Navy Bill, as agreed upon by the Federal Council, has been published. The new Bill proposes to increase the strength of the navy by raising the number of line-of-battle ships from 10 to 18, the number of large cruisers from 12 to 20, and the number of small cruisers from 12 to 20.

The non-recurring expenditure on the construction and armament of these vessels is estimated at 1,600 million marks, that on docks and harbours at 250 million marks. Of this sum it is proposed to raise 760 million marks by the issue of loans which will be extended over a period of 10 years; 1,092 million marks will be met from the revenue. The recurring expenditure will, it is calculated, show an average increase of 5,400,000 marks per year. The increase in the personnel is calculated at 33,746 men.

ARMS AND THE WAR.

ARTILLERY OF LITTLE VALUE.

LETTER FROM MAJOR ALBRECHT.

Herr von Bloch, of Warsaw, in his comprehensive work, recently published, dwelt on the fearful effects produced by modern weapons. The Deutsche Warte asked Major Albrecht, commander of the Boer artillery, says the Berlin correspondent of the Daily News, whether his experience confirmed Herr von Bloch's assertions. In a letter dated Koonstad, December 17th, after the battle of Colenso, Albrecht says—

"What does Bloch say? A modern shell throws over a thousand pieces? What rubbish! I wish that Russia would send me some of those shells. What we have here won't even always obey us, but what the English have is beyond description. Out of a hundred shells not ten burst, and even these make more noise than they do damage. The day before yesterday about 25,000 English with over fifty guns stood against 1,300 Boers. I cannot give the accurate numbers, for I am to-day already on my way back to the Mordler River, from where I came on the 12th with half of my artillery. But I can well say that we did not lose more than a hundred men, among them about three dozen killed. That at 1,000 English shells about twelve men were killed, and thirty or forty wounded, for the rest was done by rifles. Our Boer Artillery was by no means so successful as I had anticipated before the war. Certainly our people shoot splendidly; but there is a great difference between a gun and a rifle. The English must have suffered heavy losses. I wish I knew exactly how many, for I am to-day slightly sore in it, although we fired about four hundred shells. I leave it open whether our artillery disabled in ten minutes ten times more than our artillery did sometime in ten hours. Artillery in defence does not seem to be destined to play a brilliant part; and as regards the attack, its use consists chiefly in intimidating the enemy, so that the attacking body can advance under its protection. The real decision lies in close fighting. The battles of Magersfontein and Colenso were decided within ten minutes. Within five minutes Buller had lost eleven guns."

"He who is least nervous is victorious; of this I am firmly convinced. Of course, in close fighting, many more soldiers are now disabled than formerly, but the massacre is therefore of shorter duration. No body of troops marches straight on, as on the drill ground, against the enemy, and lets itself be simply shot down. Not even the English do this. According to my convictions, war is nowadays not more murderous than formerly."

LOBENGULA IN A DIFFICULTY.

Lobengula, who wore a dark suit of clothes and a white shirt and collar, and carried a walking-stick, complained to the magistrate at the West London police-court recently that his boxes of clothes, with sheets and blankets, were detained by the landlady in Finborough-road, South Kensington, for rent due by Miss Jewell. The applicant was questioned as to the value of the boxes and contents, and he said about £12.

The magistrate told him that the landlady would be entitled to all above £5. He inquired what had become of Miss Jewell. The applicant said she left on Monday, and he had not seen her since.

The magistrate advised the applicant to pay the landlady the rent due by Miss Jewell, and then he would be entitled to take away his goods.

THE NICARAGUA CANAL.

In the course of a leader upon the Nicaragua Canal, the Times of 6th February says—

It is by no means certain that, though the Government of the United States have taken power under the Clayton-Bulwer treaty, as now modified by the negotiations between Lord Pauncefote and Mr. Hay, to construct a canal across the Central American isthmus, the Nicaragua line will ultimately be selected. As we pointed out some three weeks ago, the Panama Canal-scheme has entered upon a new phase, and an arrangement with the company which has been formed to obtain a footing for that project in the United States is quite possible. The Government at Washington are probably well pleased to have two strings to their bow, and those interested in the Panama scheme have not been extravagant in terms, or they can adopt the latter if it appears to be the more practicable and the less expensive. In the last Congress a million of dollars was voted for further surveys of the isthmus "at every available point," and a Commission was appointed to inquire into the subject which has not yet reported. But it is clear that the revision of the Clayton-Bulwer treaty will render it easier for the American Government to attack the problem in either way without raising any diplomatic controversies.

It is, of course, to be remarked that the provisions of the original treaty for the neutrality of the waterway and for the equality of conditions of traffic apply to the Panama line or to any other just as well as to the Nicaragua line. It cannot be doubted that this guarantee has been preserved, and, in that event, this country, whenever the canal is completed, will possess, we must assume, the same privileges and securities that British trade now enjoys in the case of the Suez Canal route. It is, no doubt, to be regretted that other outstanding difficulties have not been settled, as had been hoped, at the same time. But as the line was long ago abandoned on both sides of the construction of an inter-oceanic canal by the joint efforts of the British and the American Governments and under their joint control, we have no interest in resisting the execution of a project which is bound to be carried out in one form or another and which, if we may trust the teachings of experience, must be beneficial to the trade of the world. Of that trade the energy and the aptitudes of our people will always give us a commanding share, if we are not tempted to neglect our opportunities.

THE CHINESE AMBASSADOR'S HUMOUR.

The Chinese Ambassador has a penchant for punning. A London paper quotes one or two examples perpetrated during his Excellency's visits to Sheffield and Birmingham. In a fitting shop the guide essayed: "That, your Excellency, is a riveting machine." "Yes," was the reply, "at this moment it is riveting my eye." Again, in a foundry: "These are pigs, your Excellency"—a reference to the raw material from which tubes were made. The rejoinder: "And I see that the pigs become sausages, as usual in reference to a pile of tubes." Near by at Kynoch's ammunition works his Excellency noted the distance separating each worker's hut. "Splendid isolation," he slowly remarked. The reference to Lord Salisbury's pet phrase did not miss fire. In another ammunition works there was a notice intimating that any employee discovered with matches would be instantly dismissed. "I suppose the same thing might happen if they were not discovered?" was Sir Chichen Lobengula's dry comment.

REMARKABLE GROWTH OF THE PACIFIC TRADE.

ENORMOUS FREIGHTS, NEW STEAMERS, HUGE FLOUR MILLS.

Writing from Honolulu en route to the Far East, Mr. Frank G. Carpenter gives the readers of a New York daily some information regarding the rapid development of the Pacific trade which is of interest to many in the Far East. Mr. Carpenter crossed the Pacific ten years ago to visit Japan, China and Corea and he is therefore in position to review the developments of the past decade in a manner that brings to the surface facts which perhaps few have yet realized the full significance of. He says: "I have already seen some striking evidence of the wonderful increase which is taking place in trade with the Far East. All the steamers which are now sailing between Hawaii, China, Japan and Australia are loaded to their fullest capacity."

"I came to Honolulu on the China, the largest of the Pacific Mail steamships. It is loaded with freight for China, Japan and the Philippines to such an extent that a part of its coal space is filled with goods, and it has to steam much slower in consequence. It was a day late on this account in coming to Honolulu, and will probably be still later in reaching Yokohama. I left on the docks at San Francisco a lot of freight which was not able to carry, and this is, I am told, the case with nearly every ship which leaves that port. The passenger accommodations are strained to their utmost. I found the ship full when I arrived at San Francisco and was only able to secure my passage by a berth being given up at the last moment. I was told that six other passengers were waiting for berths, and that the only safe way now is to engage your cabin weeks in advance. This is the more remarkable considering the increased number of steamers which have been put on at the chief ports for China and Japan."

TEN YEARS AGO.

"When I first crossed the Pacific, ten years ago, there were only two lines of steamers, little 2,000 and 3,000-ton boats, which sailed from San Francisco. Now there are three lines from San Francisco alone to Japan, the Canadian Pacific from Vancouver, and lines from Portland, Seattle and Tacoma."

THE JAPANESE LINES.

"The Japanese are stretching out for their share of the trade, and beginning with this month, the Government of the Mikado will for the next ten years pay annual subsidies of more than 1,000,000 yen a year to the Nippon Yusen Kaisha and the Toyo Kisen Kaisha lines running to Europe, and also between Japan and the United States. These two lines will get more than 1,500,000 yen a year from the Government for their United States ships alone. The Toyo Kisen Kaisha has three 6,000-ton ships, which run from San Francisco to Hongkong, stopping at Honolulu and the Japanese ports en route, in conjunction with the Pacific Mail and the Oriental and Occidental lines, so that, with these lines they furnish sailings from San Francisco to Japan every eight days."

"The Japanese ships have English officers. They are among the finest ships now on the Pacific. The Canadian Pacific ships run, as do all Puget Sound ships to Japan, by the northern passage, not calling at Honolulu. The Canadian Pacific has, however, a line to Australia which calls here. There is also a line to Australia from San Francisco which calls at Honolulu. It is owned by the Spreckels, the sugar millionaires, and makes weekly sailings."

NEW STEAMERS FOR THE PACIFIC.

"The Pacific trade is increasing so fast and the lines are so profitable that a large number of new ships are now being built to run between the Chinese, Japanese and United States ports of the Pacific."

"The Pacific Mail Steamship Company, the President of which is C. P. Huntington, has under construction at Newport News two 10,000-ton steamers, which will be added to its line from San Francisco to Hongkong. These ships will be equal to the best of the Atlantic liners. Each will accommodate 185 first-class passengers, putting only two persons in each stateroom."

OTHER GREAT LINES.

"I am told that the Santa Fe Railroad Company is building three large steamers to run from San Diego to Hilo, in the Sandwich Islands, and thence to Japan and China. It already has a line of cargo boats."

"The Great Northern, the President and moving spirit of which is James Hill, of St. Paul, is said to have four 10,000-ton steamers under construction to be added to the already existing line between Seattle and Japan and China, and the Northern Pacific expects to add large ships to those now sailing."

STILL ANOTHER LINE.

"Claus Spreckels is building three new 6,000-ton boats for his line to Australia, and the Chicago, Burlington and Quincy is said to have a trans-Pacific line in contemplation."

"The increase in the freight is so great that it is believed that all of these ships will have plenty to do. I was told at Portland the other day that there were flour mills there which were running day and night to supply the Chinese demand for American flour. On board the China there is the representative of one of the largest milling machine companies of the United States. He is on his way to Shanghai to put up there a modern 300-barrel flour mill which will cost more than \$100,000. "The mill is being added to the Chinese company, and it will probably grind American wheat, though the Chinese say they can get plenty of wheat in China."

SHIPPING REPORTS.

Captain A. W. Outerbridge, of the steamship Kwaiyang from Cebu, reports—Moderate N.E. winds and clear weather with considerable N.E. sea.

Captain R. Nilsson, of the steamship Bingo Maru, from London, reports—Fresh monsoon and heavy N.E. swell from Singapore to within 100 miles of port.

Captain J. Bendixen, of the steamship Amiga, from Saigon, reports—On the 11th inst., passed "H Q N C," in lat. 17° 15' N., 110° 44' O., steering east, on board all well."

NOTANDA.

CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1899.

Barometer.....30.141
Thermometer.....57.3
Humidity.....75.0
Rainfall.....1.76

YESTERDAY.

WEATHER REPORT.

On 14th at 0400.

Barometer.....30.13
Thermometer.....64
Humidity.....77
Rainfall.....0.01

TO-DAY.

Wednesday, 14th March, 1900.
Chinese—14th of 2nd moon of 26th year of Kwang-shi.
Sun—Rises.....6hr. 11min.
Sets.....6hr. 30min.
High water—Morning.....6hr. 21min.
Afternoon.....10hr. 15min.
Low water—Morning.....3hr. 32min.
Afternoon.....3hr. 50min.

ANNIVERSARIES.
1842—8,000 Chinese troops routed by the British at Tsz-hi with great slaughter.
1149—Surrender of the Sikhs to the British.
1890—Law Courts at Yokohama opened.
1897—Autonomy of Crete officially conceded.
1899—Bombardment of Sonogay by U.S.N.

TO-MORROW.

Thursday, 15th March, 1900.
Chinese—15th of 2nd moon of 26th year of Kwang-shi.
Sun—Rises.....6hr. 10min.
Sets.....6hr. 30min.
High water—Morning.....6hr. 21min.
Afternoon.....10hr. 15min.
Low water—Morning.....3hr. 32min.
Afternoon.....3hr. 50min.

ANNIVERSARIES.
1865—Governor Sir H. Robinson left Hongkong for Ceylon.
1898—Sir Henry Besseler died.
1899—Italian demand finally refused by China.
1899—Grand Central Railway (England) opened for traffic.

ARRIVA.

TO-HAV.

H.K.V.C. ORDERS.
5-7 p.m.—"D" Infantry & "E" Engineer Cos. Examination of Corporals, Bombardiers and other members of Corps.
6-7 p.m.—Band Practice at Head-Quarters.

TO-MORROW.

Noon—F. & A. S. Co.'s steamer Australian leaves for Australia.
p.m.—A. L. S. N. Co.'s steamer Melbourne leaves for Fiume & Trieste via the Straits.
4 p.m.—Cargo ex Shanghai subject to rent.
5-15 p.m.—Lecture by Col. Volpicelli at St. Andrew's Hall.
Cargo ex Kumore subject to rent.
3 p.m.—Meeting of the Legislative Council.

H.K.V.C. ORDERS.

5-7 p.m.—"A" & "B" & "C" Co., Examination of Corporals Bombardiers and other members of Corps.
5-30 p.m.—F. B. Squad Drill at Head-Quarters.
5 p.m.—"A" & "B" & "C" Co., Company Drill at Head-Quarters, under the Adjutant.
5-30 p.m.—"E" Engineer Co., Squad Drill at Head-Quarters.

FRIDAY, 16th.

8.30 for 9 p.m.—Regular Meeting of the Perserverance Lodge.
Noon—P. M. S. Co.'s steamer Algon, leaves for London.
5 for 3.30 p.m.—An Emergency Meeting of the Victoria Preceptory, at Freemasons Hall.
C. N. steamer Kwaiyang leaves for Tientsin.

H.K.V.C. ORDERS.

5-7 p.m.—F. B. Co., Examination of Corporals, Bombardiers and other members of Corps.
5 p.m.—F. B. Co., Company Drill at Head-Quarters, under the Adjutant.
5-30 p.m.—"A" & "B" & "C" Co., Squad Drill at Head-Quarters.
"D" Infantry Co., Squad Drill at Head-Quarters.

SATURDAY, 17th.

(St. Patrick's Day.)
Noon—P. & A. S. Co.'s steamer Coromandel leaves for London.
Noon—First Ordinary Annual Meeting of Shareholders of Messrs. Watkins, Ltd. at the Company's Office.
Cargo ex Kwaiyang subject to rent.
(About N. P. S. Co.'s steamer Goodwin leaves for Victoria B. C.
Cargo ex Melbourne subject to rent.

H.K.V.C. ORDERS.

Commandant's Parade on Polo Ground Causeway, Bay, for all Units.
2.10 p.m.—Launch will leave Kowloon Docks, with Kowloon-Dock Detachment.

SHIPPING AND MAIL NEWS.

MAILS DUE.
English (Mastiff) 16th inst.
American (City of Rio de Janeiro) 20th inst.
Canadian (Empress of China) 20th inst.
German (Stuttgart) 20th inst.
Indian (Chelidra) 20th inst.
German (Weimar) 22nd inst.
American (Coptic) 26th inst.
American (America Maru) 4th prox.
Tacoma (Sikh) 5th prox.

Th steamer Chelidra, from Calcutta and Straits left Singapore for this port on Tuesday 13th inst. at 6 p.m.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba.....at Kowloon Dock.
H.M.S. Centurion....."
H.M.S. Phoenix....."
Shantung....."
H.M.S. Waterwitch....."
Hanoi....."
Kailong....."
U.S.S. Monadnock....."
U.S.S. Albatross.....Cosmopolitan
Hanan....."
Feiyang....."
Victoria....."
Emma Luyken....."

PASSED THE CANAL.
Outward—2nd Mar.—Gisela, Machason, 6th Mar.—Wittenburg, Conch, Saratov, Samiki Maru. 9th Mar.—Benlomo, Meizelau.
Homeward—23rd Feb.—Kamakura Maru, Hamay, 2nd Mar.—Weimar, Hulton, Silira, 6th Mar.—Sachsen, Silesia, Salati, 9th Mar. Glenchik, Anna.

Arrivals at Home—9th March—Kamakura Maru, Asama.

Shipping.

Arrivals.

VICTORIA, British steamer, 1,018, Dunham, 13th Mar.—Manila 10th Mar. Ballast—E. A. Trading Co.
AMIGO, German steamer, 771, J. Bendixen, 13th Mar.—Saigon 6th Mar. Rice—Jensen & Co.
BINGO MARU, Japanese steamer, 3,860, R. Nilsson, 14th Mar.—London via Singapore 6th Mar. General—Nippon Yusen Kaisha.

FUSION, Chinese steamer, 1,504, W. H. Kent, 14th Mar.—Canton 13th Mar. General—C. H. S. N. Co.

HAI TIEN, Chinese cruiser, 7,430, R. S. Lee, 14th Mar.—Fochow 12th Mar.

ROHILLA, British steamer, 3,501, S. de B. Lockyer, R.N.R., 14th Mar.—Yokohama 7th Mar. General—F. & O. S. N. Co.

KWAIYANG, British steamer, 1,885, A. W. Outerbridge, 14th Mar.—Cebu 9th Mar. Sugar and Hemp—Butterfield & Swire.

MAIDZURU MARU, Japanese steamer, 667, T. Ogata, 14th Mar.—Swatow 13th Mar. General—Mitsui Bussan Kaisha.

Clearances at the Harbour Office.

Taipei, German str., for Saigon.
Tatung Maru, Japanese str., for Moji.
Benlomo, British str., for Bangkok.
Haitan, British str., for Swatow.
Empress of Japan, Japanese str., for Shanghai.
Hue, French str., for Haiphong.
Heidelberg, German str., for Yokohama.
Kongnam, British str., for Canton.
Australian, British str., for Port Darwin.

Departures.

Intimations.

WATKINS, LIMITED.

NOTICE TO SHAREHOLDERS.
THE FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, Queen's Road, at NOON, on SATURDAY, the 17th instant, for the purpose of receiving the Report of the General Managers, with a Statement of Accounts to 31st December, 1899.
The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 17th instant, both days inclusive.

WATKINS, LIMITED,
General Managers,
[283b]
Hongkong, 5th March, 1900.

THE CHINA AND MANILA STEAMSHIP COMPANY LIMITED.

THE SEVENTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on SATURDAY, the 24th March, 1900, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1899, declaring a Dividend and electing a Consulting Committee and Auditor.
The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th instant, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers,
[303b]
THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING OF THE SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, on TUESDAY, the 27th day of March, at NOON, for the purpose of confirming the following Special Resolution which was passed at the Extraordinary General Meeting of Shareholders on the 7th instant:
SPECIAL RESOLUTION.
That the Profits accrued to the Company from the issue at a Premium of the New Shares in the Company, authorized to be issued by the Special Resolution passed on the 6th, and confirmed on the 23rd day of April, 1899, amounting to the sum of \$1,250,000, and which was then carried, and is now standing, to the Credit of the Reserve Fund in pursuance of such Special Resolution, be capitalized and be applied in part payment of the CALL of \$50 per Share on all the Shares in the Company, to be made by the Board.

By Order of the Board,
A. SHELTON HOOPER,
Secretary.
[297b]
Hongkong, 7th March, 1900.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.
THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S OFFICE, on TUESDAY, the 27th March, 1900, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1899, with the Report of the Directors, and to discuss any matters that may be competently brought before the Meeting.
The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th instant, both days inclusive.

By Order of the Board,
C. MOONEY,
Secretary.
[270b]
THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong Hotel Company, Limited, will be held at the COMPANY'S OFFICE, on TUESDAY, the 27th day of March, 1900, at 12.15 P.M.

1. To consider and if thought fit approve the Draft New Regulations which will be submitted to the Meeting and in the event of the approval thereof with or without modifications or alterations.
2. To consider and if thought fit to pass a Resolution to the effect "that the New Regulations already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same be hereby approved and that such Regulations be and the same be hereby adopted as the Regulations of the Company to the exclusion of all the existing Regulations thereof."
A copy of the proposed New Regulations may be seen at the Company's Office.
Should the above Resolution be passed, the required majority it will be submitted for confirmation as a Special Resolution, to a Second Extraordinary Meeting which will be subsequently convened.
Dated the 1st day of March, 1900.
By Order of the Board,
C. MOONEY,
Secretary.
[271b]
CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.
THE TWENTY SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on THURSDAY, the 29th March, at 3 P.M. for the purpose of receiving their Report with a Statement of Accounts, ending to the 31st December, 1899.
The TRANSFER BOOKS of the Company will be CLOSED from 16th to 29th instant, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents,
[311b]
Hongkong, 9th March, 1900.

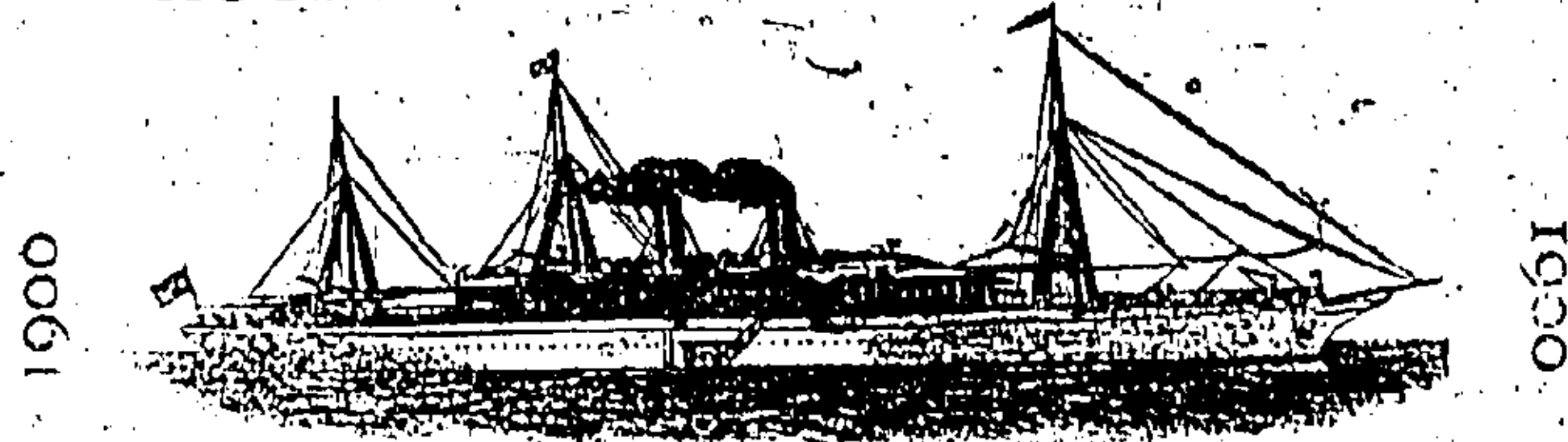
BRITISH NATIONAL WAR LOAN OF 1900.
£3,000,000 2½%
REDEEMABLE 1 APRIL, 1910, AT PAR.
PRICE OF ISSUE FIXED BY H.M. TREASURY, £98 10s.

£ 3 payable on Application.
10s. " 26th March.
15 " 9th April.
10 " 3rd May.
10 " 8th June.
15 " 10th July.
10 " 9th August.
10 " 7th September.
10 " 8th October.
10 " 8th November.

Further Particulars can be obtained from the HONGKONG AND SHANGHAI BANKING CORPORATION, where Applications for the Loan may be made. Lists will CLOSE on or before the 17th March, 1900.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager,
[322b]
Hongkong, 12th March, 1900.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 4th April.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 25th April.
EMPEROR OF JAPAN...Comdr. Gen. A. Lee, R.N.R. WEDNESDAY, 16th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 1, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 14th March, 1900. [3]
NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Goodwin... 4.41 A. Jackson... Mar. 17
Olympia... 2.37 J. Truebridge... Mar. 31
Sikh... 2.47 J. Rowley... April 1
Glen... 3.52 W. Frakes... April 1

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Binemar... 3.61 W. Watt... Mar. 24
Monmouthshire... 2.84 W. A. Evans... May 19
Pneumar... 3.61 W. Watt... June 9
Monmouthshire... 2.84 W. A. Evans... Aug. 4

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £40.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 13th March, 1900. [4]
CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Lady Joyce... 3.106 about 1 Mar. 31

THE Steamship "LADY JOICEY," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 31st instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on-board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 13th March, 1900. [28]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU R. Nishino	KOBE and YOKOHAMA	TO-MORROW, 15th March, at 4 P.M.
TAMBA MARU J. W. Wale	KOBE and YOKOHAMA	SATURDAY, 17th March, at 4 P.M.
YAMATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 24th March, at Noon.
SADO MARU W. Thompson	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	TUESDAY, 27th March, at Daylight.
KAGOSHIMA MARU R. Nupome	MOJI, KOBE and YOKOHAMA	TUESDAY, 27th March, at Noon.
HIROSHIMA MARU S. Yoshizawa	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 30th March, at Noon.
FUTAMI MARU J. Thom	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 30th March, at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 14th March, 1900. [6]

NORDDEUTSCHER LLOYD.



HAMBURG-AMERIKA LINE.

(Freight Service.) (Freight Service.)
Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SAVOIA	HAVRE and HAMBURG.	20th March.
Astoria	(LONDON with transshipment in HAMBURG) NEW YORK.	24th March.
*SAXONIA	HAVRE and HAMBURG.	About 31st March.
*HEIDELBERG	HAVRE and HAMBURG.	About 6th April.
*SIBIRIA	HAVRE and HAMBURG.	About 23rd April.
Braun	(LONDON with transshipment in HAMBURG)	*April.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

TOYO KISEN KAISHA. U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 20th March, at Daylight.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 14th April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 8th May, at Noon.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 20th March, at Daylight, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. the day previous to sailing. Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 7th March, 1900. [2]

Masonic.



VICTORIA PRECEPTORY AND PRIORY.

A N EMERGENCY MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, on FRIDAY, the 16th instant, at 8 for 9.30 p.m. precisely. Visiting Sir Knights are cordially invited to attend.
Hongkong, 13th March, 1900. [323b]

PERSEVERANCE LODGE OF

HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 8th March, 1900. [302b]

To be Let.

TO LET.

"HARFORD" MAGAZINE GAP.
GROUND FLOOR, 51, PERL STREET, NO. 4, RIFON TERRACE.
THE RETREAT, MOUNT KELLET.
TOP FLOOR, NO. 1, DUBLIN STREET.
GODOWNS—Nos. 80a and 82, PRAYA EAST.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
[12]
Hongkong, 6th March, 1900.

TO LET.

N. O. 3, CAMERON VILLAS, PEAK. ROOMS on first floor of Marine House, QUEEN'S ROAD CENTRAL, above Messrs. Achce & Co.'s Store.

Apply to BELILIOS & CO.
[309b]
Hongkong, 9th March, 1900.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
[30]
Hongkong, 28th May, 1899.

For Sale.

FOR SALE.

PARTIALLY DECKED CENTRE BOARD YACHT "GESSIA." Length over all 26' 6", Water Line 17' 3", Beam 5', All Lead Ballast. At present in cruising order. For Particulars, apply to "X".

c/o This Office.
[16b]
Hongkong, 16th January, 1900.

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
CONTRIBUTING Shareholders are requested to send in a Statement of Business contributed during the Half Year ended 31st December, 1899, on or before the 21st March on which date the Account will be CLOSED.

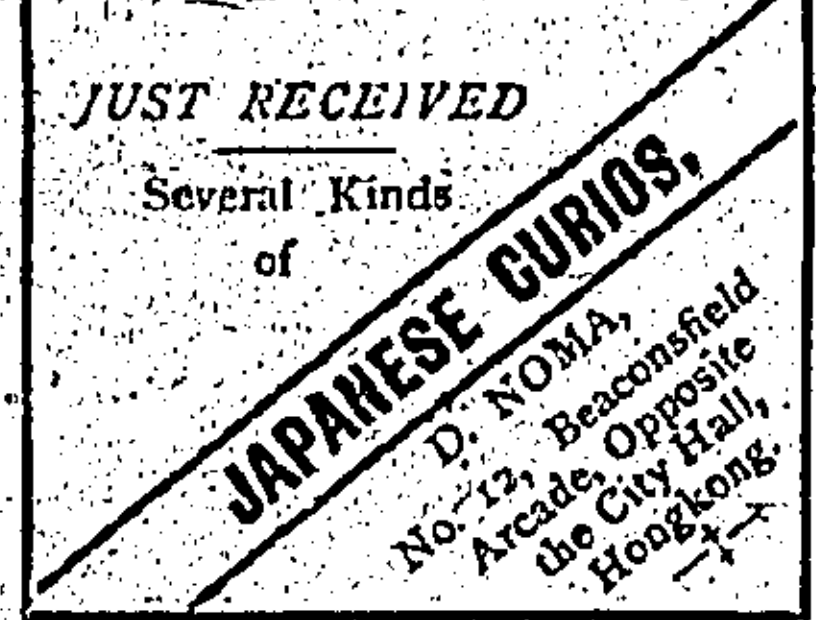
By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 1st March, 1900. [260b]

WANTED.

A COPY of the Local "HANSARD," 1891-2.
Address:— J. J. F. Office of This Paper.

Hongkong, 10th March, 1900.



6th March, 1900. [41]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S PATENT'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUEUR SCOTCH WHISKY, &c. &c.

SHIPS STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.
Hongkong, 14th May, 1899. [38]

LEVY HERMANOS. DIAMOND & JEWELLERS, JEWELRY, LENS AND WATCHMAKERS.

Sole Agents in the East for the famous CLEMENT, HUMBER and GLADIATOR CO., LD. DUNLOP TYRES—BICYCLES—PRICE—\$160. A special reliable Watch made for this Climate.

Quality Bicycles—\$15. 40, QUEEN'S ROAD, Watson's Building.

NOTICE. NIGHT SCHOOL for EUROPEANS, by an EX-SCHOOLMASTER. Terms moderate. For Particulars apply c/o This Office.

com 18th August, 1899. [101b]

Intimations.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES.
MARINE GLASSES AND SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [41]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to eclipse all heretofore
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.
Hongkong, 22nd September 1898. [40]

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [39]

**VISITORS AT THE HONGKONG
HOTEL.**

Achard, Mr. Louis
Aiken, Mr. J. H.
Angier, Mr. and Mrs.
Angus, Mrs. John
Arms, Mr. G.
Arnold, Mr. E.
Bailey, Mr. W. S.
Barber, Mr. J. N.
Barlow, Mr. B. J.
Benton, Mr. F. L.
Blackburn, Com. R. N.
Bonnet, Mr. F.
Boomer, Mr. A. R.
Boyd, Mr.
Brown, Mr. and Mrs.
D. E.
Bruhn, Mr. H.
Burgdorf, Mr. T. F.
Butler, Com. R.
Byron, Mr. J. C.
Canning, Mr. N.
Carter, Mr. H. B.
Cass, Mrs. F.
Clark, Dr. and Mrs. F.
Dawson, Comdr. and
Mrs. Pudsey
Drum, Miss
Ehrmann, Mr. E. E.
Frisbie, Mr. G. E.
Gaylord, Mr. and Mrs.
Glover, Mrs.
Godard, Capt.
Goldie, Sir Geo. T.
Griffin, Major and Mrs.
Hall, Mr. R. J.
Hamersley, Mr. B. F.
Hayes, Col. W. C.
Hill, Mr. C. S.
Howard, Mr. E. P.
Hudson, Mr. E. P.
Hutchinson, Mr. R. W.
James, Miss
Jeffries, Major & Mrs.
Joseph, Mr. and Mrs.
E. S.
Katsch, Mr. E. A.
Kingham, Mr.
Klemow, Mr. S.
Koa, Mr.
Legg, Mr. E. C.
Levy, Mr. L. A.
Liblau, Mr.
Litt, Mr. H. A.
Lutz, Mr. Emil
MacGowan, Mr. R. J.
MacGowan, Miss

**VISITORS AND RESIDENTS AT THE
PEAK HOTEL.**

Beattie, Mr. Andrew
Brayne, Mr. H. F. R.
Brown, Colonel
Bure, Mr. P.
Cario, Mr. Arthur R.
Carrington, Sir John W.
Clarke, Capt. and Mrs.
A. C.
Dann, Mr. G. H.
Dreese, Mr. F. J. Haver
Ezekiel, Mr. J. S.
Forbes, Mr. A.
Fraser, Lt.-Col. A. R.
Gompertz, Mr. H. H.
Gorges, Colonel E. H.
Graham, Mr. D. M.
Green, Mr. F.
Gros, Mr. Edward F.
Hays, Mr. J.
Headchopper, Mr.
Inchbald, Mr. Chantrey

CRAGIEBURN.
Filton, Mr. W. A.
Filton, Mrs. and 2
Flynn, R.N. Rev. F.

EXCHANGE.
Hongkong, 14th March.

ON LONDON, Telegraphic Transfer 1/11
Bank Bills, on demand, 1/11 5/16
Credits, 4 months' sight 1/11 1/16
D'Almeida, 4 months' sight 1/11 1/16
ON BERLIN, (demand) 1.99
ON PARIS, Bank Bills, on demand 1.45
Credits, 4 months' sight 2.49
ON NEW YORK, Bank Bills, on demand 47 1/2
Credits, 30 days' sight 48 1/2
ON BOMBAY, Telegraphic Transfer 144 1/2
On demand 145 1/2
ON SHANGHAI, Telegraphic Transfer 71 1/2
Private, 30 days' sight 72 1/2
ON YOKOHAMA, T.T. 4 per cent. prem.
Sovereigns, Bank's Buying Rate \$10.33
Gold Leaf 100 touch, per tael 53.45
Bar Silver 27 9/16
Dollars 2 1/2 per cent. prem.

OPIMUM QUOTATIONS.
Hongkong, 14th March.

New Patna 1,031 per chest.
New Benares 1,030
New Malwa 920/960 per picul.
Old Malwa 970/980
Persian, Oily, cash 600
Persian, paper tied 600/100

The Share Market.

LATEST QUOTATIONS.

(March 14th.)

Companies. Paid up Capital. Latest quotation.

Banks.

Hongkong & Shanghai Banking Corporation \$125 3/4 premium

The Bank of China & Japan, Limited \$ 5 Nominal

The Bank of China (Ordinary) \$ 4 1/2 buyers

The Bank of China (Preferred) \$ 1 1/2 buyers

National Bank of China, Ltd. \$ 8 3/4

Do. Founders \$ 1 3/4

Marine Insurance.

Union Ins. Society of Canton, Ltd. \$ 50 \$230

China Traders' Ins. Co., Ltd. \$ 25 \$24

North China Ins. Co., Ltd. \$ 25 Tia. 180

Yangtze Ins. Assoc. Ltd. \$ 60 \$130

Canton Ins. Office, Ltd. \$ 50 \$130

Straits Ins. Co., Ltd. \$ 20 \$14

Fire Insurance.

Hongkong Fire Ins. Co., Ltd. \$ 50 \$312

China Fire Ins. Co., Ltd. \$ 20 \$80

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited \$ 15 \$29

Indo-China Steam Navigation Co., Ltd. \$ 10 \$91

China & Manila S.S. Co., Ltd. \$ 50 \$120

Douglas Steamship Co., Ltd. \$ 50 \$51

China Mutual S. N. Co., Ltd. (Preferred) \$ 10 \$10.10 buyers

China Mutual S. N. Co., Ltd. (Ordinary) \$ 10 \$10.10

China Mutual S. N. Co., Ltd. (Ordinary) \$ 5 1/2

Star Ferry Co., Ltd. \$ 10 \$18 1/2

"Shell" Transport & Trading Co., Ltd. \$100 \$260

Refineries.

China Sugar Refining Co., Ltd. \$100 \$145

Luzon Sugar Refining Co., Ltd. \$100 \$47

Mining.

Punjom Mining Co., Ltd. \$ 7 5/8

Punjom Mining Preference Shares \$ 1 \$1.40

Société Française des Charbonnages du Tonkin Fcs. 250 \$350

Queen Mines, Ltd. 25 cts. \$0.25

Jebeu Mining and Trading Co., Ltd. \$ 5 \$14

Rauk Allain Gold Mining Co., Ltd. 15s. 10d. \$61

Oliver's Freehold Mines, Ltd. A \$ 5 \$5 1/2

Oliver's Freehold Mines, Ltd. B \$ 4 \$4.90

Great Eastern & Caledonian Gold Mining Co., Ltd. \$ 5 \$1

Do. (Preference) \$ 1 \$0.40

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd. \$125 50% premium.

Hongkong and Kowloon Wharf & Godown Co., Ltd. \$ 50 \$83

Wanchai Warehouse & Storage Co., Ltd. \$ 37 1/2 \$45

New Amoy Dock Co., Ltd. \$ 6 1/2 \$20 1/2

Lands, Hotels and Buildings.

China Provident Loan & Mortgage Co., Ltd. \$ 10 \$9.40

Investment Land Agency Co., Ltd. \$ 50 \$126

Kowloon Land and Building Co., Ltd. \$ 30 \$26

West Point Building Co., Ltd. \$ 30 \$31

Hongkong Hotel Co., Ltd. \$ 50 \$128

O'Gorman, Madam Humphrey's Estate & Finance Co., Ltd. \$ 10 \$9 1/2

Cotton Mills.

Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd. \$100 \$38

Ewo Cotton Spinning & Weaving Co., Ltd. Tls. 100 Tls. 70

International Cotton Mfg. Co., Ltd. Tls. 100 Tls. 73

Laocung-mow Cotton Spinning & Weaving Co., Ltd. Tls. 100 Tls. 72

Soy Chee Cotton Spinning Co., Ltd. Tls. 500 Tls. 400

Yahloong Cotton Spinning Co., Ltd. Tls. 100 Tls. 55

Miscellaneous.

Green Island Cement Co., Ltd. \$ 10 \$30 1/2

China Dorene Co., Ltd. A. S. Watson & Co., Limited \$ 10 \$16 1/2

Watkins, Limited \$ 10 \$11 1/2

Hongkong Electric Co., Limited \$ 5 \$12 1/2

Hongkong Electric Gas Co., Ltd. \$ 10 \$135

Hongkong Rope Manufacturing Co., Ltd. \$ 50 \$350

Geo. Fenwick & Co., Ltd. \$ 25 \$48

H'kong Ice Co., Ltd. \$ 25 \$16 1/2

H'kong High Level Tramway Co., Ltd. \$100 \$155

Dairy Farm Co., Ltd. \$ 50 \$26 buyers

Campbell, Moore and Co., Ltd. \$ 10 \$16

Bell's Asbestos Eastern Agency, Ltd. \$ 1 1/2 nominal

United Asbestos Oriental Agency, Ltd. \$ 4 \$5 1/2

United Asbestos Oriental Agency, Ltd. \$ 10 \$10

Carmichael & Co., Ltd. \$ 20 \$8

Tebrau Planting Co., Ltd. \$ 5 \$5

Tebrau Planting Co., Ltd. \$ 4 \$4

BENJAMIN, KELLY & FORBES, Share Brokers.

Telegraph Address: "Relio."

Telephone No. 148.

VESSELS IN PORT.

Steamers.

ALGOA, British steamer, 4,897, F. G. Hansford, 4th Mar.—San Francisco 22nd Jan., and 27th Feb., General—P. M. S. S. Co.

ARRATON APCAR, British steamer, 2,879, E. Fey, 13th Mar.—Calcutta 21st February, Penang 3rd Mar., and Singapore 7th, Opium and General—David Sassoon, Sons & Co.

AUSTRALIAN, British steamer, 3,000, P. T. Helms, 12th Mar.—Kobe 6th Mar., General—Gibb, Livingston & Co.

BANKAKU MARU, Japanese steamer, 1,418, C. Hibi, 13th Mar.—Manila 9th Mar., General—Order.

BENLAWERS, British str., 1,484, A. Webster, 7th Mar.—Saigon 3rd Mar., Rice—Gibb, Livingston & Co.

BENVENUE, British steamer, 1,467, J. Porter, 12th Mar.—Moj 7th Mar., Coal—Gibb, Livingston & Co.

BRAEMAR, British steamer, 2,316, W. Watt, 12th Mar.—Moj 6th Mar., Coal—Dodwell & Co., Ltd.

EMMA LUYKEN, German steamer, 1,185, C. Wallis, 9th Mar.—Moj 4th Mar., Coal—E. Trading Co.

FRANZ FERDINAND, Austrian steamer, 3,860, G. Morath, 13th Mar.—Kobe 7th March, General—Sander, Wieler & Co.

GLENATREY, British steamer, 1,804, Murray, 10th Mar.—London and Singapore 3rd Mar., General—McGregor, Bro. & Co.

GOODWIN, British steamer, 2,824, A. Jackson, 9th Mar.—Tacoma via Japan and Shanghai 7th Mar., General—Dodwell & Co., Ltd.

HAITAN, British steamer, 1,183, J. S. Roach, 13th Mar.—Fochow 10th Mar., Amoy 11th, and Swatow 12th, General—Douglas, Lampark & Co.

HANOL, French steamer, 750, Pannier, 9th Mar.—Haiphong 6th Mar., and Hoihow 8th Mar., General—A. R. Marty.

HEIDELBERG, German steamer, 2,144, E. Tschawie, 13th Mar.—Singapore 6th Mar., General—Siemssen & Co.

KENNOR, British steamer, 2,412, Alex. Ellis, 9th Mar.—New York 27th Dec., and Manila 6th Mar., General—Dodwell & Co., Ltd.

MACDUFF, British steamer, 1,882, R. Glegg, 12th Mar.—Saigon 8th Mar., Rice—Dodwell & Co., Ltd.

MELPOMENE, Austrian steamer, 1,857, Sabadini, 11th Mar.—Suez via Suez 12th Jan., and Singapore 4th Mar., General—Sander, Wieler & Co.

MENHUR, British steamer, 1,287, R. W. Almond, 13th Mar.—Manila 8th March, General—Shewan, Tomes & Co.

NIPPON MARU, Japanese steamer, 6,060, J. F. Allen, 9th Mar.—San Francisco 9th Feb., via Honolulu 16th, Yokohama 1st March, Kobe 2nd, Nagasaki 5th, and Shanghai 7th, Mails and General—P. & O. S. N. Co.

PRIVANG, German steamer, 953, R. Köhler, 9th Mar.—Saigon 5th Mar., Rice and Rice-flour—A. R. Marty.

PROBANTIS, British str., 1,390, W. Mackay, 25th Feb.—Saigon 20th Feb., Rice—Heung Shing Steamship Co.

SIAM, British steamer, 2,921, H. N. Holton, 13th Mar.—Bangkok via Koh-i-chang 4th Mar., Rice and Timber—Bradley & Co.

SULLBERG, German steamer, 784, Meyer, 11th Mar.—Saigon 6th Mar., Rice—Siemssen & Co.

TAIFU, German steamer, 1,046, R. Schult, 7th Mar.—Saigon 2nd Mar., Rice—Meyer & Co.

TAKSANG, British steamer, 977, Albert Smith, 13th Mar.—Bangkok 6th Mar., Rice—Lindner, Madson & Co.

TEZUKA, British steamer, 3,016, D. Davies, 12th Mar.—Amoy 11th Mar., General—Dodwell & Co., Ltd.

TOYO MARU, Japanese steamer, 1,548, K. Sakai, 28th Feb.—Moj 22nd Feb., Coal—Order.

VICTORIA, American steamer, 1,992, John Pantony, 29th Jan.—Manila 26th January, Ballast—Dodwell & Co., Ltd.

YEDO MARU, Japanese steamer, 1,059, S. Saito, 10th Mar.—Cheloo 5th Mar., General—Wing Tai, Ltd.

YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.E. 13th Mar.—Manila 10th Mar., General—Jardine, Matheson & Co.

Sailing Vessels.

BERLIN, American ship, 1,552, B. Gaffey, 20th Feb.—New York 14th Sept., Kerosine Oil Order.

EYE RAY, American ship, 915, Kaslen, 11th Mar.—American port 22nd Feb., Timber—Sander, Wieler & Co.

JOHN CURRIER, American ship, 1,848, Lawrence, 11th Mar.—New York 14th Sept., Kerosine—Standard Oil Co.

TRAFALGAR, British 4-masted bark, 1,616, M. S. Wright, 20th Dec.—Hongay 15th Dec., Ballast—Sander, Wieler & Co.

WAKATANI, British schooner, 25, Haynes, 23rd Sept.—Takow 15th Sept., Ballast—Mr. F. W. Hall.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, March 14th, 1900.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. g. guns, 3,000 i.h.p., Commander A. H. Smith-Dormen, Macao.

Albatross, sloop, 1,700 tons, 6 guns, 1,100 i.h.p., Comdr. H. S. Wray, Shanghai.

Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Hongkong.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Hon. S. C. J. Colville, C.B., Wei-hai-wei.

Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, O.B., R.N., Shanghai.

Brit, British cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Capt. R. D. S. Wray, Shanghai.

Centurion, British flagship, 10,000 tons, 14 guns, 9,000 i.h.p., Capt. J. R. Jellicoe, Hongkong.

Daphne, sloop, 1,420 tons, 8 guns, 2,000 i.h.p., Comdr. C. W. Winnington-Ingram, Hankow.

Endymion, British cruiser, 2,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Ichang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 i.h.p., Hongkong.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Heimione, British cruiser, 4,360 tons, Capt. R. S. D. Cumming, Shanghai.

Hunter, storeship, 1,540 tons, 800 i.h.p., Comdr. H. J. Davidson, Hongkong.

Iphigenia, 2nd class cruiser, 2,615 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, Singapore.

Linnah, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Wuchow.

Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Manila.

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. G. Douglas, Shanghai.

Phalar, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.

Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Hongkong.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Manila.

Redpoll, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Shanghai.

Sandsifter, British river-gunboat, 2 guns, Lt.-Comdr. Carr, on the West River.

Swift, gun-vessel, 716 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.

Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. H. E. Hillman, on the West River.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Amoy.

Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, Hongkong.

Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Hongkong.

Whiting, twin screw, torpedo-boat destroyer, 350 tons, 600 i.h.p., Lieut.-Comdr. E. Kelly, Hongkong.

Wittem, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtze.

Woodlark, British gunboat, 2 guns, 550 h.p., Lt.-Comdr. R. A. Norton, on the Yangtze.

Torpedo-boats in Reserve Nos. 8 and 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Hai Tien, Chinese cruiser, 7,430 tons, Capt. R. S. Len, Hongkong.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Hongkong.

Presidente Sarinatti, Argentine cruiser, 2,850 tons, Capt. Betbeder, Manila.

Valmyrien, Danish cruiser, 3,000 tons, Prince Valdemar, Shanghai.

Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thomann von Montalmar, Swatow.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons, twin screw, 36 guns, 9,500 h.p., Captain Jakowlew, at Nagasaki.

Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elisksky, at Nagasaki.

Bobro, Russian gun-vessel, twin screw, 950 tons, 11 guns, 1,150 h.p., Captain Dobrowsky, at Nagasaki.

Dimitri Donsky, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.

Gremiatich, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikhalshewsky, at Nagasaki.

Koryete, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.

Mandarin, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.